

AMENDMENTS TO THE SPECIFICATION:

Please substitute the attached substitute specification showing the section headings. The marked up version of the substitute specification is attached as exhibit A and the clean version of the substitute specification is attached as exhibit B.

On page 1, please replace the second paragraph with the following amended paragraph:

Such fluid transfer currently requires transport tankers to come into very close proximity to a production barge. This is hazardous due to the nature of the products concerned, such as ~~liquefied~~ liquefied natural gas (LNG) and the capital-intensive equipment which must be employed.

On page 5, please replace the second paragraph with the following amended paragraph:

The pontoon 1 is also fitted with ballast water compartments 14 above the water line [[and]] in the limbs 22, and sea water inlet tanks 15 below the water line in the limbs 20 to enable the buoyancy of the pontoon to be varied and a quick docking and undocking procedure to a tanker keel to be achieved.

On page 6, please replace the second paragraph with the following amended paragraph:

Preferably, the pontoon 1 consists of four vertical columns 7 on each side spaced approximately 70 meters apart. It can accommodate tankers in the range of ~~50,000~~ cubed 50,000 cubic meters (m³) to ~~150,000~~ meters cubed 150,000 cubic meters (m³) and the width' of the pontoon 1 between opposing columns 7, seen in Figure [[2c]] 4, does not exceed the width of the tankers to be accommodated. The pontoon is preferably designed to operate in wave heights up to about 4 meters. The subsea horizontal members of the pontoon are provided with suitable resilient means 17 to allow the pontoon 1 to

safely engage against the underside of the tanker keel. In addition, a resilient energy absorbing element 18 is placed at the end of each of the longitudinal limbs 20 to absorb differential motions between the tanker and the pontoon 1 during docking.